

NATIONAL BUREAU OF STANDARDS REPORT

6251

PERFORMANCE TESTS OF TWO CLEANABLE IMPINGEMENT AIR FILTERS
VORTEX TYPES VN1 AND VN2

MANUFACTURED BY
VORTEX COMPANY
CLAREMONT, CALIFORNIA

by

Carl W. Coblentz and Paul R. Achenbach

Report to
Bureau of Yards and Docks
Office of the Chief of Engineers
Headquarters, U. S. Air Force
Washington, D. C.



U. S. DEPARTMENT OF COMMERCE
NATIONAL BUREAU OF STANDARDS

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PERFORMANCE TESTS OF TWO CLEANABLE
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1. Introduction

The performance characteristics of two cleanable viscous impingement air filters were determined to provide information for evaluating the relative economy of cleanable versus throw-away types of filters. This investigation was requested by the Defense Department through the Tri-Service program of research and development at the National Bureau of Standards to obtain the required data for the preparation of new air filter specifications.

The test results presented in this report were obtained on two new filters and include determination of the arrestance and pressure drop as related to the specific dust load for face velocities of 360 ft/min and 540 ft/min and information on the cleanability of the test specimens.

2. Description of Test Specimens

The two test specimens were of the cleanable viscous impingement type and were manufactured and supplied by the Vortex Company of Claremont, California. They were identified as their types VN1-20-20 and VN2-20-20. The measured outside dimensions of each filter were 19-1/2 in. square; the VN1 type was 1 in. thick and the VN2 type was 1-13/16 in. thick. Each had a net filter area of 18 in. square, i.e., 2.25 sq ft.

The filter media consisted of multitudinous helical coils of about 1/4 in. diameter and 1 in. long made of thin steel wire and placed at random between the steel frame and the face screens. The face screens consisted of two expanded steel sheets on the inlet or upstream side and a 16-mesh wire screen and an expanded steel sheet on the outlet or downstream side. The openings of the expanded steel sheets were diamond shaped.

The manufacturer also submitted his "Panel Filter Adhesive 9974" which was used for oiling the filter before each test.

3. Test Method and Procedure

The performance of the filters was determined at 360 ft/min and 540 ft/min face velocity, i.e., at an air flow rate of 810 cfm and 1215 cfm, respectively. The clean filters were immersed in the adhesive and left to dry in the laboratory at least 16 hours before being weighed and installed in the test apparatus. The initial pressure drop at each air velocity was measured and then the initial arrestance at the air velocity desired for that test was determined with the NBS "Dust Spot Method" as described in the paper, "A Test Method for Air Filters," by R. S. Dill (ASHVE Transactions, Vol. 44, p. 379, 1938).

The aerosol used for the arrestance determinations was Cottrell precipitate which had been sifted through a 100-mesh wire screen. In order to simulate actual operating conditions when loading the filters, four percent by weight of #7 cotton linters, previously ground in a Wiley mill with a four-millimeter screen, was fed simultaneously with the Cottrell precipitate. The pressure drop of the filters was recorded after each increment of 20 g of dust introduced into the apparatus. Whereas the arrestance measurements were made with 100 percent Cottrell precipitate, cotton linters were added to retain a ratio of four parts by weight to every 96 parts of Cottrell precipitate, including that amount used for the arrestance measurements. Arrestance determinations were made at the beginning and at the end of the loading period for each filter and at several intermediate load conditions. The filters were loaded with a dust concentration of approximately 1 g dust in 1000 cu ft of air until the pressure drop reached 0.5 in. W.G. in 360 ft/min face velocity tests and 0.8 in. W.G. in the tests with 540 ft/min face velocity.

After the filters had been loaded to capacity, they were cleaned with water and allowed to dry; then, oiled again as previously described, weighed and installed in the test apparatus for determining any change in pressure drop and in some cases for a new performance test.

4. Test Results

The data on pressure drop and arrestance observed during the tests for different dust loads are summarized in Tables 1 to 4 inclusive.

Table 1

Performance of Vortox Filter VN1(1 in. thick)
at 360 ft/min Face Velocity

<u>Load</u> g/sq ft	<u>Pressure Drop</u> in. W.G.	<u>Arrestance</u> %
0	0.055	50*
46	0.095	51*
117	0.182	55*
157	0.335	59*
181	0.405	60*
199	0.480	63
204	0.515	--

* Average of 2 tests

Table 2

Performance of Vortox Filter VN1(1 in. thick)
at 540 ft/min Face Velocity

<u>Load</u> g/sq ft	<u>Pressure Drop</u> in. W.G.	<u>Arrestance</u> %
0	0.125	56*
49	0.184	57*
121	0.325	59*
139	0.395	62*
166	0.470	62*
202	0.615	64*
229	0.805	66

* Average of 2 tests

Table 3

Performance of Vortex Filter VN2(1-13/16 in. thick)
at 360 ft/min Face Velocity

<u>Load</u> g/sq ft	<u>Pressure Drop</u> in. W.G.	<u>Arrestance</u> %
0	0.070	52*
46	0.102	53*
114	0.165	55*
156	0.232	60
190	0.315	62
223	0.445	66
241	0.505	70

* Average of 2 tests

Table 4

Performance of Vortex Filter VN2(1-13/16 in. thick)
at 540 ft/min Face Velocity

<u>Load</u> g/sq ft	<u>Pressure Drop</u> in. W.G.	<u>Arrestance</u> %
0	0.170	64*
49	0.243	70
85	0.301	76*
166	0.475	78
202	0.610	77
238	0.745	75
262	0.850	--

* Average of 2 tests

The preceding tables show the arrestance values and the pressure drop as a function of the dust load per square foot net filter area at face velocities of 360 ft/min and 540 ft/min.

The dust load per square foot net face area is the weight of lint and dust introduced into the test apparatus minus the fall-out in the upstream portion of the duct and divided by the net face area of the filters.

Fig 1 and 2 present these same values graphically using smooth curves to approximately fit the individual points of observation.

The arrestance increased generally with increasing dust loads, but the rate of increase varied among the two filters and also with the face velocity. The change in arrestance while loading the specimens ranged from 10 to 18 percent. However, at 540 ft/min face velocity, the 1-13/16 in. thick filter VN2, showed a rise in arrestance from 68 to 78 percent at 2/3 of its load and, then a drop of 75 percent by the time the filter was loaded to its maximum pressure drop.

The dust loads indicated by these graphs at 0.5 in. W.G. pressure drop for 360 ft/min face velocity and at 0.8 in. W.G. for 540 ft/min face velocity are shown in Table 5 as "Dust Holding Capacity". Also shown in this table are the mean arrestance values for each filter and each face velocity during the period in which the capacity dust load was being deposited. It will be noted that the dust holding capacity of the 1-13/16 in. thick filter is about 20 percent higher than for the 1-inch thick filter at 360 ft/min face velocity and only 10% higher at the 540 ft/min face velocity whereas the mean arrestance was only 3% higher at the low velocity but 13% higher at the high velocity operation for the thicker filter.

Table 5

Dust Holding Capacity and Mean Arrestance
(Determined from Fig 1 and 2)

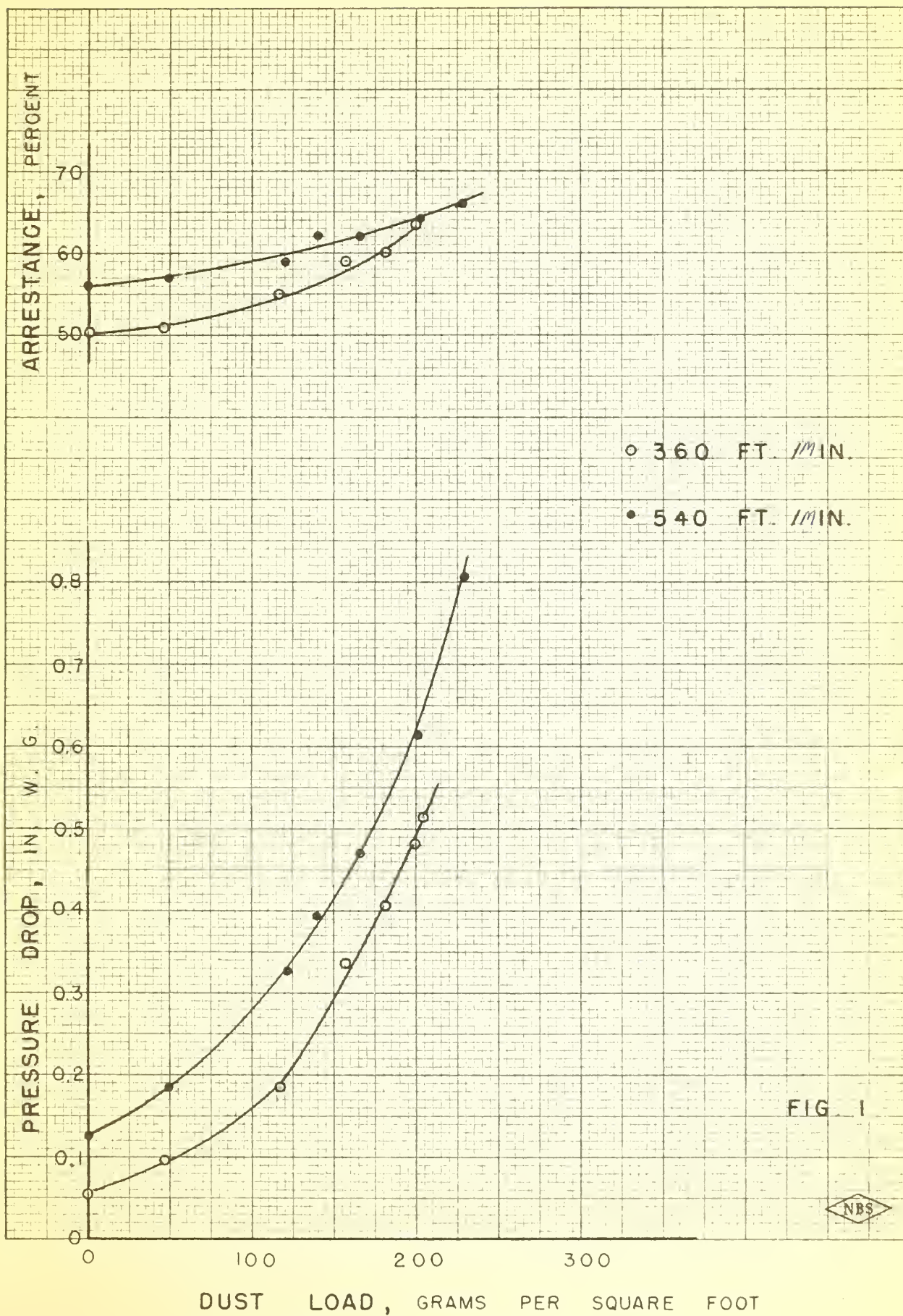
Filter Type	VN1		VN2	
Face Velocity, ft/min	360	540	360	540
Final Pressure Drop, in. W.G.	0.5	0.8	0.5	0.8
Dust Holding Capacity, g/sq ft	202	227	240	250
Mean Arrestance, %	56	61	59	74

The weights of the oiled and drained filters and also the values of the pressure drop for **both** face velocities are shown in Table 6 for the new filters and after each cleaning cycle. This table indicates that the VN1 type retained about 40 g of the dirt collected in the first loading test without further accumulation of dirt when it was cleaned the second time. The type VN2(2 in. thick), however, increased its weight by almost 500 g after three loading operations with an increase in pressure drop of approximately 250%. The dust holding capacity during the third test, which is not reported here in detail, showed that the dust holding capacity was only about one half of that during the second run, both being run at the same face velocity. The cleaning of these filters had been performed with a stream of water at a temperature of about 150 F and was continued until the waste appeared clean.

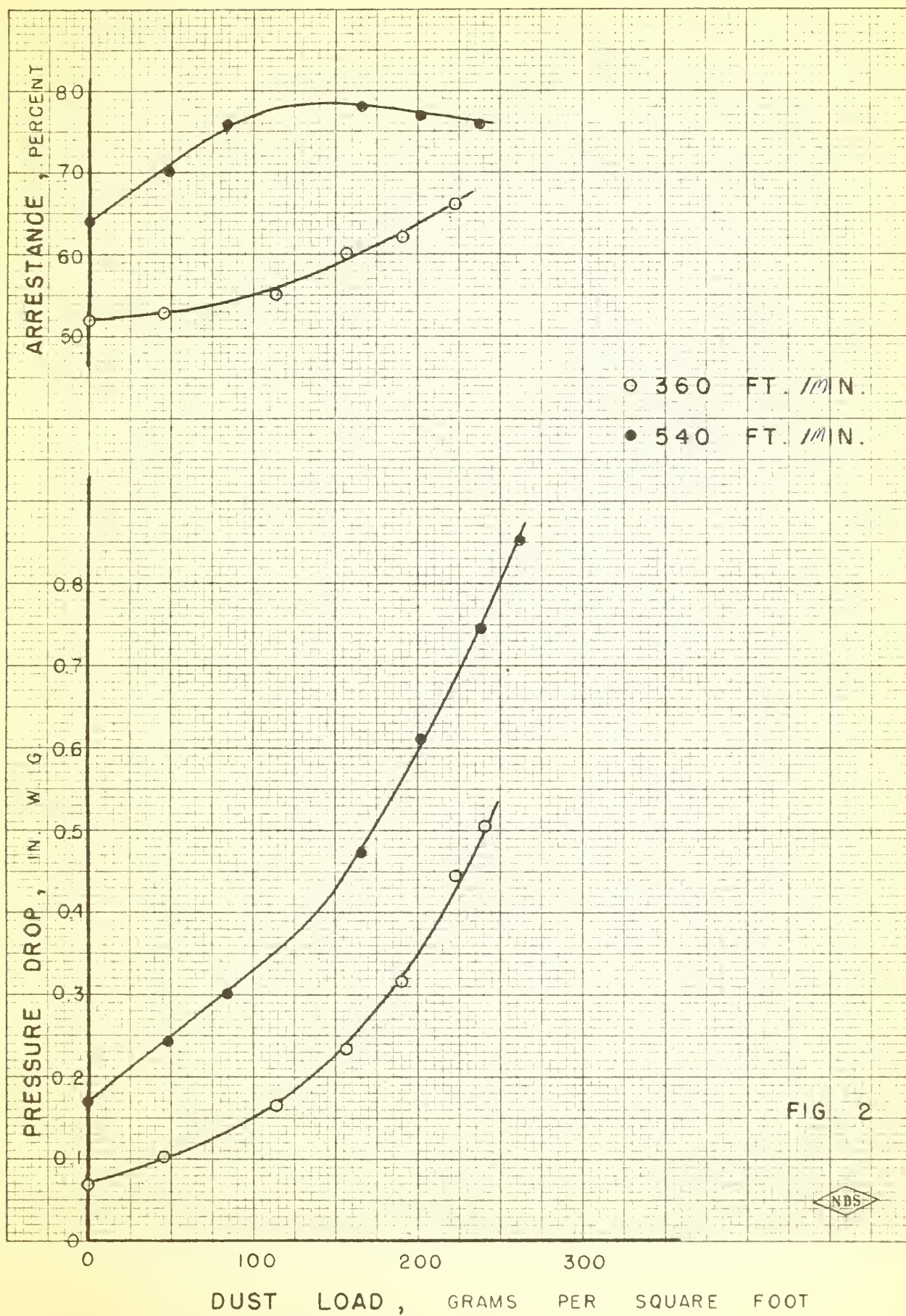
Table 6
Cleanability of Filters

<u>Filter Type and Condition</u>	<u>Weight of Filter grams</u>	<u>Pressure Drop, in. W.G.</u>	
		<u>360 ft/min</u>	<u>540 ft/min</u>
VN1			
New	3032	0.055	0.116
After 1 loading and cleaning	3070	0.062	0.125
After 2 loadings and cleanings	3072	0.060	0.125
VN2			
New	3990	0.070	0.150
After 1 loading and cleaning	4080	0.080	0.170
After 2 loadings and cleanings	4375	0.150	0.305
After 3 loadings and cleanings	4486	0.180	0.372

VORTEX FILTER VNI



VORTEX FILTER V N 2



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